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Appendix: 2A
NORTH KOREAN AERIAL PHOTOGRAPHY

1. Approximately 100 cubic feet of prints of aerial photographs taken over North Korea are being received each week at PIS/AF from FEAF. According to Mr. Tate as many as 50,000 prints have been received in one week. This is material from strategic and tactical reconnaissance. Up to one year ago--about 1 March 51--CIA was advised regularly of the content of this material by means of Mission Review Reports (MRR). At that time increased demands upon the personnel in PIS/AF made it impossible for continuation of this service to CIA and other interested agencies.

2. Currently this vast reservoir of potential intelligence is handled in a manner admittedly unsatisfactory but dictated by lack of personnel to adequately review and report the material received. Even more unsatisfactory is the fact that after being held for 90 days the photography is destroyed. The system for handling this material at present is essentially this: The photographs and related FEAF Mission Reports are received in bulk diplomatic mail pouches from Japan; PIC/AF packages each mission separately, indexes it and removes the mission report; the FEAF Mission Report is filed in PIC/AF for future reference; the photographs are turned over to Air A/G for filing in the Photographic Library where they are held for 90 days, then burned. The original negatives are held by FEAF.

COMMENT: A cursory review of 90 days accumulation indicates that there is considerable material of interest to researchers in CIA among the photographs. The great bulk of the photos are classified

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RESTRICTED, a small percent is CONFIDENTIAL. If CIA has any warehouse space that might be loaned to AF for storage of this material I am sure that they would gladly accept it and do the custodial and curatorial work necessary to maintain the stored material in an accessible file as an adjunct to the regular Pentagon library.

3. To test the usefulness of MRR's formerly made and distributed by PIS/AF I scanned the 500 reports on file in GR covering the period 5 Oct 50 - 12 Jan 51. These are all that we have. Approximately half of the reports contain information of strategic value and touch upon fields of interest for CIA--industrial plants, power plants and nets, natural resources, harbor facilities, rail facilities, etc. From the routings on the reports it is evident that most areas in CIA at least saw the reports. From markings on the reports themselves it is evident that much information relative to the physical condition of the railroads was extracted. There was no other evidence of CIA use.

These reports present two opportunities for exploitation: extraction of data supplied by FEAF photo interpreters, and, designation of aerial photographs that might be further studied. Examples of each of these are appended. Annex 1 is a tally of rolling stock observed in the seven railway yards in and about PYONGYONG on specific days between 5 Oct 50 and 12 Jan 51. This data was extracted from MRR's without further investigation. Annex 2, Damage to Industry in Chinnamp'o as of 16 Feb 52, was developed as a demonstration for researchers in Ind/ORR.

It is believed that through these MRR's, distributed and undistributed, considerable information can be accumulated relative to the

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rehabilitation of industrial plants damaged by aerial bombing in North Korea. This might be of importance in judging the types of industry in "short supply," the time necessary to rehabilitate factories in the Far East under different conditions of bombing, etc., and for related economic implications. Lack of time on the part of this consultant prevents an example of this type of study being annexed.

RECOMMENDATION: If the various sections of CIA can make known to GR their interests in North Korea, I am sure that GR can procure the essential extracts from the mass of undistributed MRR's. It would take a minimum of 40 man-hours to search all of the back numbers to bring the data up to date and from then on a minimum of 4 man-hours a week to keep it current. Probably the most satisfactory system would be to use a RESEARCH MODEL "CONTOUR" photostat machine, which is portable and contains its own light source. (F. C. LUDWIG ASSOCIATES, Pease Road, Woodbridge, Connecticut. About \$40,000) Exploitation of the photography beyond the data in the MRR's could be done in limited amounts by the photo-interpreters now in H.

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Annex 1 to "North Korean Aerial Photography"

Example of the type of data that may be gathered directly from the Mission Review Reports

ROLLING STOCK IN THE RAILWAY YARDS IN AND ABOUT PYONGYONG, NORTH KOREA

MRR No.	Date of Photos	Main	NE & SHEPS	4 mi. N.	North	East	South	West
1203	5 Oct 50	50% u/s						
1268	6 Oct 50	no ch.						
1216	9 Oct 50					45		
1400	10 Dec 50	72*				53		
1432	10 Dec 50							79-17
1448	12 Dec 50	u/s 510-72	275	45	65	62	149	
1470	12 Dec 50		265 (75% c)					
1449	15 Dec 50		No ch.		No ch.			
1510	19 Dec 50		No ch.					
1637	27 Dec 50		No ch.		50-			
1595	28 Dec 50		No ch.					
1562	1 Jan 51	No ch.						
1581	2 Jan 51	No ch.						
1583	3 Jan 51	No ch.						
1565	4 Jan 51	No ch.	No ch.		No ch.	No ch.		
1671	6 Jan 51		No ch.		50-	u/s No ch.		
1676	12 Jan 51		plus 35 since 4.1.		37-35	No ch.		
1677	12 Jan 51	No ch.						

Symbols: u/s - yard unserviceable
 car count 79-17 - 79 apparently serviceable cars and 17 unserviceable
 75% c - only 75% of the yard covered by the photography examined.
 No ch. - no changes since the last reported photo cover

*This may apply to the north yard rather than the main yard or it may be partial cover of the main yards. This could be checked on the photographs themselves.

On some MRR, the cars are identified as to type: i.e., MRR 1432 reported the cars at Pyongyang West as follows: 1 locomotive, 1 damaged locomotive, one possibly damaged crane car, one box car, 57 probable flat cars, 1 tank car, 4 probably damaged tank cars, 1 unidentified car, 11 unidentified types destroyed, 18 probably special-purpose flat cars.